

JONES & TAYLOR,
Stevedores and Contractors.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph

ESTABLISHED 1861.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD. LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 1357. 日九月九日五十二緒光 THURSDAY, NOVEMBER 2, 1899.

四拜禮 號二月一十英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1860.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 12,000,000
CAPITAL UNCANCELLED 12,000,000
RESERVE FUND 7,500,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO KORE
NAGASAKI LONDON
LYONS NEW YORK
SAN FRANCISCO HONOLULU
BOMBAY SHANGHAI
TIENTSIEN.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARS' BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG AGENCY—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "
S. CHOH, Agent.

Hongkong, 4th October, 1899. [382]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq.
Chow Tung Shang, Esq.
Kwan Hoi Chuen, Esq.
D. Gillies, Esq. J. T. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 30th May, 1899. [383]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the rate of 2 per cent.
per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.

" 6 " 3 "
" 3 " 3 "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 20th May, 1898. [384]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIENS, Esq., Deputy Chairman.
David Meyer Moses, Esq.

E. Goetz, Esq. A. McConaughay, Esq.
A. Haupt, Esq. A. J. Raymond, Esq.
R. H. Hill, Esq. P. Sachse, Esq.
The Hon. J. J. Keswick R. Shewell, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON,
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent. per annum.

For 6 months, 3% per cent. per annum.

For 12 months, 4% per cent. per annum.

THOMAS JACKSON,
Chief Manager.

Hongkong, 16th October, 1899. [385]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [386]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON HANKOW
CHEFOO PEKING
CHINKIANG SWATOW
FOOCHOW TIENSIN.

THE Bank purchases and receives for col-
lection Bills of Exchange drawn on
the above places, and Sells Drafts and Telegraphic
Transfers Payable at its Branches and Agen-
cies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3% per Annum—Fixed Deposits for 3 months.
4% " " 6 "
5% " " 12 "

E. W. RUTTER,
Acting Manager.

Hongkong, 15th October, 1898. [387]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(o:—)

FOR STEAMERS CAPTAINS TO SAIL REMARKS
LONDON Java G. W. Gordon, R.N.R...8 A.M., 3rd Nov. Freight or Passage
JAPAN, &c. Japan* G. K. Wright, R.N.R...About 7th Nov. Freight or Passage
LONDON, &c. Chusan† E. Street...Noon, 11th Nov. Freight or Passage
JAPAN Rosetta* C. C. Talbot, R.N.R...4 P.M., 11th Nov. Freight or Passage
SHANGHAI Clyde C. T. Denny, R.N.R...About 11th Nov. Freight or Passage
LONDON Shanghai F. C. A. Lyon, R.N.R...About 16th Nov. Freight or Passage
* (Passing through the Inland Sea). (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

[5]

BLATZ, A LIGHT, SPARKLING AMERICAN BEER, WELL BREWED AND CAREFULLY BOTTLED.

SOLE AGENTS:—

H. PRICE & Co.,
WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD.

Hongkong, 17th October, 1899. [388]

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL. Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the comfort of Visitors.

E. V. SIOEN, Manager.

[39]

JUST LANDED.

GIESLER & CO.'S CHAMPAGNE.

In Magnums—Bottles and Half Bottles.

One of the most popular Brands in England and the
UNITED STATES.

CALDBECK, MACGREGOR & CO.,

Sole Agents for
Hongkong, China, Japan, the Strait Settlements,
the Philippines and British North Borneo.

Hongkong, 18th October, 1899. [389]

NEW ROOMS
At Moderate Daily Rates.

HONGKONG
HOTEL

THE VERY LATEST,

Ex. S.S. SHANGHAI.

(o:—)

AN UNPRECEDENTED SHOW OF
FASHIONABLE WINTER GOODS
NOW ON VIEW.

W. POWELL & Co.,
Immed. Opposite P.O., 1st floor.

[27]

Intimations.

A

foreigner may sneer at the enthusiasm of our Volunteer Forces, and imagine that in actual warfare they would be of

LITTLE

use, but there is no doubt that, in our recent difficulties, and they have been many, the fact that the
BRITISH ARMY

is so well prepared for any contingency, has made our very doubtful friends and would-be enemies pause before insulting or annoying us too far; but it

GOES

without saying that, to remain strong, we must keep healthy. A person suffering from Indigestion, Biliousness, and general ill-health, often declares that life is

A--

burden, and he imagines nothing will set him right. Let him, however, purchase a box of BEECHAM'S PILLS and try them, and he will soon have cause to wonder why he suffered so

LONG

and unnecessarily when such a complete remedy exists, as it were, almost at his door. In this

WAY

he will realise beyond all doubt the truth of that old saying that "Beecham's Pills are Worth a Guinea a Box."

Watkins, Limited, SOLE AGENTS.

[14]

Masonic.

JUBILEE LODGE
OF INSTRUCTION.

A REGULAR MEETING of the above
Lodge will be held in the FREEMASONS'
HALL, Zeeland Street, on SATURDAY,
the 4th instant, at 8.30 P.M. precisely.
When a short paper will be read by Wm. Bro.
G. J. W. KING, F.D.G.R., on "Is Freemasonry
Progressive?" Visiting Brethren M.M. are cordially invited.

Hongkong, 1st November, 1899. [392]

Auctions.

GOVERNMENT NOTIFICATION.
No. 566.

Land by Public Auction, to be held at the
Offices of the Public Works Department, on
MONDAY, the 6th day of November, 1899, at 3 P.M.,
are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary,
Colonial Secretary's Office,
Hongkong, 14th October, 1899. [393]

Particulars of the letting by Public Auction
Sale, to be held on Monday, the 6th day of
November, 1899, at 3 P.M., at the Offices of
the Public Works Department, by Order of
His Excellency the Governor, of One Lot of
CROWN LAND, in the Colony of Hongkong,
for a term of 75 Years, with the option of renewal
at CROWN RENT to be fixed by the Surveyor
of Her Majesty the QUEEN, for one
further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	LOCALITY.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
Wongneichung Village.	30 50 31 31 1,350 12 250					

GOVERNMENT NOTIFICATION.
No. 582.

THE following Particulars and Conditions
of Sale of Crown Land by Public Auction,
to be held at the Offices of the Public Works
Department, on

MONDAY,
the 6th day of November, 1899, at 3.30 P.M., are
published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary,
Colonial Secretary's Office,
Hongkong, 21st October, 1899. [394]

Particulars and Conditions of the letting by
Public Auction Sale, to be held on Monday, the
6th day of November, 1899, at 3.30 P.M., at the
Offices of the Public Works Department, by
Order of His Excellency the Governor, of One
Lot of CROWN LAND, in the Colony of
Hongkong, for a term of 75 Years, with the
option of renewal at CROWN RENT to be
fixed by the Surveyor to Her Majesty the
QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	LOCALITY.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.

Today's Advertisements.

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection). GROUND FLOOR, 52, PEEL STREET. OFFICES—1st floor, No. 10, PRAYA CENTRAL (lately occupied by Messrs. MELCHERS & CO.) "HARFORD," MAGAZINE GAP. NO. 5, RIPPON TERRACE. ERANIE'S BUNGALOW, KOWLOON. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD., Hongkong, 2nd November, 1899.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

"CHINKIANG," Captain Vaughan, will be despatched as above TO-MORROW, the 3rd instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 2nd November, 1899. [1375a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"HAIMUN," Captain Davis, will be despatched for the above Ports, on SUNDAY, the 5th instant, at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers, Hongkong, 2nd November, 1899. [1375a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE," Captain McArthur, will be despatched as above on SATURDAY, the 18th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents, Hongkong, 2nd November, 1899. [1375a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHANGSHA," Captain Moore, will be despatched as above on TUESDAY, the 21st instant, at Noon.

The attention of Passengers is directed to the fact that The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 3rd November, 1899. [1376a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship

"CHANGSHA," Captain Moore, will be despatched on TUESDAY, the 21st instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. CO. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 2nd November, 1899. [1377a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FROM NEW YORK AND STRAITS. THE Steamship

"INDRAVELL,"

having arrived from the above ports. Consignees of cargo by her, are hereby informed that their goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 9th instant, will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 16th instant, otherwise they will not be recognised.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents, Hongkong, and November, 1899. [1380a]

OFFICES TO LET.

NO. 2A, ICE HOUSE STREET. Immediate Possession.

Apply to W. DANBY, Civil Engineer & Architect, Hongkong, 7th October, 1899. [1381a]

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OFFICES TO LET.

NO. 2A, ICE HOUSE STREET. Immediate Possession.

Apply to W. DANBY, Civil Engineer & Architect, Hongkong, 7th October, 1899. [1381a]

Advertisement.



A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

BRANDIES.

Per Case 1 doz.

A.—Hennessy's Old Pale, Red Capsule - - - - - \$18

B.—Superior Very Old Cognac Red Capsule - - - - - \$21

C.—Very Old Liqueur Cognac \$24

V.O.—D.—Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule - - - - - \$36

V.V.O.—E.—Finest Very Old Liqueur Cognac, 1862 Vintage - - - - - \$48

All our Brandies are guaranteed to be PURE COGNAC, the differences in price being merely a question of age and vintage.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

A. S. WATSON & CO., Limited.

QUEEN'S ROAD CENTRAL.

MARRIAGE.

In New York City, N.Y., June 28th, by the Rev. Armand C. Miller, Joseph William Schereschewsky, M.D., son of the Rev. S. J. Schereschewsky, D.D., to BESSIE DERRY, daughter of George F. Conklin, Esq., of Exeter, New Hampshire, U.S.A.

The Hongkong Telegraph

HONGKONG, THURSDAY, NOVEMBER 2, 1899.

NOTES AND COMMENTS.

THE LADYSMITH DISASTER.

Few items of news have occasioned more sensation in Hongkong than did the brief message, signifying the "surrender" of the Irish Fusiliers, the Gloucesters and 10th Mountain Battery to a Boer force near Ladysmith. The British Press, we are told, suspends judgment pending the receipt of details, and this indeed is the one only course to be pursued, for it is well nigh impossible to believe that a force of two thousand men, with forty-two officers, would capitulate except under most exceptional circumstances.

Many things may have happened of which we are unaware to make the disaster less of a disgrace to the British race. For all we know the men may have stumbled upon the Boers in the dark, or they may have run short of ammunition. But still the fact remains that the force did capitulate and it will require many brilliant achievements to wipe the unpleasant stain from our memories. The question now is, can Sir George White manage to hold out longer at Ladysmith with the forces at his disposal, reduced as they have been by the Ladysmith disaster? If he can do so, well and good, but if not, and his retreat has been cut off towards the coast, then we may expect to hear of further British reverses. We know that it must be some days before any further reinforcements can possibly arrive and during these few days much may happen. Surely those responsible for the delay must now see the criminal nature of their conduct.

A SMART capture of eighteen Chinese men and women was effected by Inspector Hanson yesterday, on receiving information that there was a gambling den at 34, Wing Kat Street, where the game of fantan was indulged in, sent two Chinese police constables to investigate. These men let themselves in through the roof of the building and were spectators of the operations without being suspected of belonging to the police force. A larger force of police, under Inspector Hanson, however, was stationed outside, waiting for the signal from their comrades, on receipt of which the house was rushed and the 18 gamblers captured. This morning they were brought up before Mr. Gomperz and the Government treasury was enriched by \$103.31.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

Kwong Wai Co. \$23
Tsui Chan 10
Sui Kee Chan 10
Sun Wing Cheung 5
Kwong On Co. 5
Him Yuen 5
Tung Foo Tai 5
Hang Kee Hong 5
Kin Fat Hong 5
Sing On Hong 5
Sing Tai Hong 5
Kung Wo Hong 5
Subscriptions under \$5 24

\$114

The news of the death of Mr. H. G. Phipps, says the *Foochow Echo*, who was so long a resident at this port, was received here with general regret. His many old friends like to think and talk of him as he was in his palmy days, a splendid specimen of an Englishman; of the days when it was a pleasure to see him in the racquet court and the cricket field, and at other times enjoy his genial society. With the reverses of fortune which came upon him through the decadence of the China tea trade his health began to fail and he was unable to follow up the active life he had hitherto led.

As it was understood that his visit to England had a great measure restored his health and that he was prospering in Tientsin it was hoped that we might yet one day see him again as he was in his prime, or as nearly so as his added years would allow. But it was not to be, and he has gone to his rest.

Sir Redvers Buller has arrived at Capetown.

LATER.

Forty-two officers and about two thousand men capitulated. They were surrounded in the hills.

FRANCE IN AFRICA.

Major (or M.) Bretonnet with two French officers and thirty Senegalese, forming the advance of the Gentil expedition have been killed fighting at Rabah.

THE PRESS ON THE LADYSMITH DISASTER.

The British Press while deplored the disaster at Ladysmith and suspending judgment pending details, says that the loss will not affect the issue as Great Britain is resolved to effect her object at any cost.

RE-INFORCEMENTS FOR SOUTH AFRICA.

The first battalion of the Suffolks, the Essex's and the Derbys have been ordered to mobilise. The Gordon Highlanders and the Scots Greys sail on Wednesday.

REMOVAL OF QUARANTINE RESTRICTIONS.

Messrs. Lamka & Rogge courteously inform us that they are in receipt of a telegram from Messrs. G. Hale & Co., of Saigon, to the effect that quarantine restrictions upon arrivals from Hongkong have been removed at that port.

The Hon. Colonial Secretary confirms the news saying that the following telegram has been received this day from Her Britannic Majesty's Consul, Saigon:—"Free pratique granted to arrivals."

WEATHER REPORT.

The Observatory report says—

On the 2nd at 11.35 a.m. the barometer continues to rise on the China coast. Pressure is high over N. China, with slight to moderate gradients and fresh monsoon on the coast, and in the N. part of the China Sea. FORECAST—Moderate N.E. winds; fair.

LOCAL AND GENERAL.

The departure of the P. & O. steamer *Java* has been postponed to 10 a.m. to-morrow, the notice of postponement arriving too late to allow of the advertisement being altered.

THE much-needed rain refuses to fall, says the *Foochow Echo*. The cloudy sky for many days past leads to the belief that we may not be long without it and it will be doubly disappointing now if it does not come at all.

THE new Representative of Siam at the Court of Japan was received in audience by the Emperor, for the purpose of presenting his credentials, on the 19th ult. Mr. Inagaki Shimeshi was also received by His Majesty on the same day, preparatory to Mr. Inagaki's return to Bangkok in the capacity of Japanese Minister.

ACCORDING to the *Bangkok Times* a Chinese man's pig is said to have committed suicide on the municipal reclamation works there by laying its head on the rails in front of an engine. It was beheaded, and the Chinese owner is said to have thought the whole occurrence so mysterious that he preferred to have nothing to do with the pork.

MISS COOLE, an English lady, has just made a successful ascent of the Weiterhorn. She left Grindelwald on a Friday, spent the night at the Gleckstein hut, and climbed from the hut to the summit (a height of 12,650ft.) in five hours, returning safely to Grindelwald on the Saturday afternoon. Miss Coole proposes shortly to circle round the world.

COLONEL EVATT, R.A.M.C., leaves for England to-morrow, by the *Java* to take over the command of the Plymouth district on promotion to the rank of Major General. As Army P.M.O. in Hongkong Colonel Evatt rendered himself extremely popular with both officers and men, the medical care of the soldier ever being his first thought. We wish him a speedy voyage and every success in his new command.

TODAY, at the Magistracy, a Chinese house-owner named Chan Ying-cheung, residing at 61, Bulky Street, Hunghom, was fined \$230 for failing to lime-wash 23 houses belonging to him in Hunghom. It needs a few gentle reminders of this sort to convince Chinese landlords that they have a few duties imposed upon them by law for the welfare of their tenants.

A SMART capture of eighteen Chinese men and women was effected by Inspector Hanson yesterday, on receiving information that there was a gambling den at 34, Wing Kat Street, where the game of fantan was indulged in, sent two Chinese police constables to investigate. The supposed wreck was merely a tree surrounded by drift wood and the boat belonged to some native fishermen. The fishermen whom he saw reported that there were two small rocks where the *Shantung* had struck.

The Chief Officer stated he was below at the time of the accident and did not know of the Captains intention of running in shore. He approved of the ship being beached also at all Captain Frampton's proceedings after the striking.

The second officer corroborated the evidence of Captain Frampton and the Court adjourned till 2.15 this afternoon.

On the Court resuming the president asked Captain Frampton the reason he had not had a Court of inquiry instituted at Singapore.

The Captain replied that he had reported the matter to the Harbour Master there, and he considered an inquiry unnecessary, and left it to him to call for an inquiry if he desired to do so.

He left his ship because his owners considered him to blame for the casualty and sent him to Singapore and relieved him of his command. They had said however that if he called for an inquiry was was exculpated if it would be a point in his favour therefore he had applied for the enquiry, as he was not afraid of investigation.

The President then announced that the Court was of opinion that with the exception of omitting to use the lead in close proximity to the land the ship was navigated by the master in a seamanship and proper manner, but as this omission did not appear to have contributed to the casualty and as in the subsequent proceedings commendable energy was displayed the Court did not consider it necessary to deal with the master's certificate.

THE COLLISION NEAR CAP-SU-MUN.

We reported in our yesterday's issue that the river steamer *Tingkong* had stranded on the beach near Cap-su-mun and on making inquiries at the office of the owners, Messrs. Tung Kee & Co., we were able to obtain the following further particulars. It appears the *Tingkong* was coming from the West River ports to Hongkong with passengers and cargo, at 4 o'clock yesterday morning, when near Cap

nationality and creed, will step forward and help us in this good work.

Cheques may be made payable to the We-le-yan Soldiers and Sailors' Home Fund, Hongkong and Shanghai Bank, or to Rev. G. Bone, Gleniffer, Kowloon.

Hongkong, November 2, 1899.

THE SHANGHAI ST. ANDREW'S SOCIETY.

The annual meeting of this Society was held on the 26th inst. in the New Drill Hall. There was a fair attendance of the Society and Mr. R. Inglis presided.

The following gentlemen were elected to form the Committee for the ensuing year: Messrs. Robt. Inglis, C. Murray Adamson, J. H. MacLaren, S. M. McLeish, John Mitchell, Geo. Peebles, John Prentiss, R. Sutherland, and A. A. Clarke.

The Chairman asked whether the usual Ball should be held and where. He suggested it be held at the New Drill Hall, and if decided, that the Municipal Council be asked to grant the Hall on the same terms, viz: \$100, as for the last ball.

A discussion arose about the price of the tickets to be issued. Mr. Mitchell thought that last year's subscription, \$15 and \$5 for each guest, would amply cover the expenses involved, as they had plenty of tartan, shields, etc., and besides, the hall was such as to need but little decoration.

Mr. Murray Adamson proposed and Mr. A. R. Wilson seconded that the same system of nomination be followed, each member having the right of sending in the names of two lady guests without extra subscription.

This was carried.

COMMITTEE'S REPORT, 1898-1899.

The Committee have much pleasure in submitting to the Members their Report and Statement of Accounts for the past year. St. Andrew's Day, 1898, was celebrated by a Ball at the Astor Hall, which was most successful, and again exceeded the proportions of all previous celebrations. The balance resulting therefrom was Tls. 23,93 to credit, which has been placed to the Society's General Account.

Charitable Fund.—It is satisfactory to note that the claims on the Society's funds have been much less during the year than in 1897/98, the small amount of Tls. 97.45 only being expended for purposes of relief. Of the cases which came under the notice of the Committee fifteen received assistance; and out of these four Scotsmen secured permanent employment through the efforts of the Society.

THE FIRE AT MIRUME.

SERIOUS CHARGE AGAINST A FOREIGNER.

Kobe, October 21st.

In the Kobe Chilio Saibansho (Criminal Court) yesterday, before Judge Sarutan Kuchi, and associate Judges Ishii Masakichi and Ohata Nobunso, A. Stockton, an engineer who has been employed by Messrs. Mackenzie & Co., owners of the Camphor Refinery at Mirume where the fire occurred on Saturday last was charged with having caused the fire through carelessness.

Mr. Moritius Chiro, public prosecutor, conducted the case. The prosecutor called the name "A. Stockton" and the prisoner stood up. The following examination followed:

Judge.—What is your name?—A. Stockton. Judge.—What is your age?—A. Thirty-six years. Judge.—Where is your residence?—No. 113 Suwa-cho. Were you ever punished according to law?—No. Q.—What do you say about the prosecution against you?—I plead not guilty. Q.—Are you an employee of Mackenzie?—Yes. Q.—What is your duty?—I take charge of the whole of the premises. Q.—Is there any doubt about the fire at the factory which occurred on the 14th at 3:15 p.m.?—A.—No. Q.—Can you say how it happened?—A.—I believe the sediment of the camphor caught fire. Q.—It is not that you took out the sediment too soon?—A.—I take it out always while it is warm. Q.—Don't you think the fire would not have broken out if there was no fault in the matter?—A.—I don't see any fault in my handling of the sediment but believe the fire broke out spontaneously from the sediment. Q.—Is there any difference between your statement now and that given before the Police Station authority?—A.—I believe the statements are the same.

At this point the Judge ordered the clerk to read out a part of the statement of Higo Rikimatsu, the fireman, given at the Public Prosecutor's office, to the effect that the witness believed that the fire was originated by the prisoner's taking out the sediment too soon. To this the prisoner answered that he generally took out the sediment while it was warm as it became solid if put off to the following day. He took it out on the following day once or twice when he thought it would not become solid. Judge.—Have you any more evidence to give for your statement?—A.—Not particularly, but I should like to mention that the coal was sprinkled with water and the machinery was cleaned by the man in charge and I don't believe the fire broke out through carelessness.

The Prosecutor.—Is there not an opening under the pipe, from which to clean out the sediment?—A.—The engine is round shaped and there is an opening to take out the sediment. Q.—Is the hole near the pipe?—A.—Yes. Q.—Have you Higo Rikimatsu to assist you?—A.—I don't know. Q.—Have you noted Japanese as fireman?—A.—There is no one Japanese. Q.—Isn't that fireman Higo?—A.—No; the man is called Hain. Q.—Was the man there before the fire broke out?—A.—Yes. Q.—Then I order him to be summoned as a witness. You will be informed of the date later on. The Court rose at this stage, the date of the next sitting not being definitely stated.

A. KOBE LIBEL ACTION.

Judgment in the libel suit brought by Mr. C. Pounds against Mr. Rozario, of the *Kobe Shipping News*, was delivered in the Osaka Appeal Court on the 18th ulto. The decision of the Kobe Chilio Saibansho was quashed on the ground that the reasons given in the decision were not sufficient. The Court, however, considered that the article in question was libelous, and the defendant was condemned to detention for eight days, the same sentence as imposed by the Kobe Court.

Mr. Rozario gave notice of appeal to the Court of Cassation.

JAPANESE CRIMINALS AS EMPLOYEES OF FOREIGNERS.

Tokio newspapers contain a statement which illustrates the often repeated truth that the class of Japanese who seek employment in foreign houses of Yokohama are the very dregs of the population. Sekiguchi Shozo, who attempted, some time ago, to assassinate a maid-servant in the employment of a well-known British resident, proved, on investigation, to be an escaped criminal who had committed seven murders in Osaka and been sentenced to penal servitude for life. How a man who had perpetrated such a series of crimes failed to pay the penalty with his life, and how he happened to be at large, was not told. The story (remarkable) of the *Japan Mail* goes on to say that the gentleman whose household had been thus disturbed—*we omit names*—subsequently engaged a man named Abe Sojuro in the place of the assassin, and took the precaution of reporting the fact to the police. The latter, on inquiry, found that Abe was an ex-gambler, who had been sentenced to prison for five years ago, to 6 months imprisonment. Pleasant people to shelter in the bosoms of our families!

Accounts.—The Working Account for the twelve months shows a profit of Tls. 99,020.71, which is transferred to Profit and Loss Account: this account, after deducting interest on Debentures and the Interim Divid. end of 5% paid on 17th April, shows a Credit Balance of Tls. 78,180.60; from which has to be deducted Manager's Commission and Bonus to the Staff, amounting to Tls. 4,500.00, which it is proposed to divide as follows:

A final Dividend to Shareholders Tls. 15,000.00, leaving a total of Tls. 63,680.60.

On the year, 15,000.00.

To title of Depreciation say 10%.

from Plant, Buildings, Launch and Furniture, 14,733.83.

To place to Reserve, 35,000.00.

Carrying forward, 15,657.77.

Tls. 73,680.60

SERIOUS ASSAULT ON FOREIGNERS AT YOKOHAMA.

We (*Japan Herald*) are sorry to have to report an unprovoked assault on two European gentlemen, which occurred rather late the other evening, in Motomachi, almost opposite Yamada's. The two gentlemen were walking quietly along on their way home, when three young Japanese, respectably dressed, approached from behind and one of their number suddenly struck one of the foreigners over the head with a stick. The second foreigner turned to defend his friend, when he, too, was pounced from behind while a second Japanese snatched his watch and chain. In the meantime a mob of coolies and sendees from the creek had collected and, after the amiable fashion of their kind, proceeded to pelt the unfortunate foreigners with stones and foul epithets. One of the two ran up the hill with a howling gang at his heels, and the second managed to reach a neighbouring police box, where he was rescued by the police and taken to the station. Here he was asked if he could identify the man who struck him, but, of course, was unable to do so at the moment, though he had returned the blow at the time by striking his assailant in the face with his walking stick. The watch stolen from the other foreigner was found next morning in the road-way near the Engine & Iron Works, but minus a locket originally attached to the chain. From this circumstance it would seem that the object of the Japanese was not actual robbery, but rather to provoke a quarrel. It may be added that while the row was in progress, Mr. Fischer's house, bay passed by and tried to interfere, but was told that he, too, was nothing better than a *tojin*, and was, moreover, cuffed and kicked freely until forced to beat a hasty retreat. Both foreigners bear the marks on their persons, of blows from the sticks and stones with which they were attacked. It is to be hoped the police may succeed in discovering the original offenders. Such an incident is most regrettable, indicating as it does, not only the continued existence of animus against the foreigners, but a callous disregard for the wishes of the Emperor as expressed in the recent rescript, which is not at all favourable to the well-worn theory of Japanese loyalty.

THE ECONOMIC OUTLOOK IN JAPAN.

Evidently the situation of the economic market that has suffered much from difficulties during the past few years has (writes the *Japan Times*) changed markedly in a favourable direction. The result of the recent flotation of loans by several civic bodies or companies supplies a strong proof in support of that hypothesis, inasmuch as all these loans have been covered sufficiently by public subscription. First comes the Yokohama Water Works Loan of 400,000 yen, which is already noted by us as having proved quite a success. Next comes the Tokio City Loan of a million yen, the subscription book of which was closed on the 14th inst. The syndicate formed of the 1st and 3rd Banks contracted to raise the loan, and though the report from their local agencies is not yet complete, the subscriptions so far as was ascertained up to the afternoon of Monday amounted to 2,076,000 yen, of which 1,300,000 yen belonged to the 3rd Bank and the 1st Bank. What is significant is that the amount applied for by local bodies, especially by Saving Banks and insurance companies is said to exceed that asked for by private individuals.

FOREIGNERS AND THE JAPANESE CHAMBERS OF COMMERCE.

A Kobe vernacular contemporary has some remarks on the subject of foreigners as members of Japanese Chambers of Commerce. It says:—The question of the election of foreigners to Chambers of Commerce was not discussed at the recent conference held in Tokio. The Nagasaki Chamber of Commerce submitted a motion to prohibit foreigners becoming members of Chambers but it was withdrawn. The reason alleged for the Nagasaki Chamber making this proposal is that it is afraid of being overwhelmed by foreigners if they were allowed to become members, and the same idea is entertained by the Yokohama Japanese. The Kobe people (says our contemporary) are not apprehensive on this point at all, and are rather eager to allow foreigners into their Chamber to further the friendship between the two elements. The Nagasaki Chamber has withdrawn its proposal on this occasion but the question will be introduced to the public and more discussion will take place. It is held by some that the right of membership in Chambers of Commerce is not such as to entitle foreigners to demand it.

WELL-BEHAVED TROOPERS.

The *Nagasaki Press* of the 19th ulto says:—The U.S. troopers *Indiana* and *St. Paul* left here yesterday for San Francisco direct. A despatch from General Otis at Manila declares that the *Tarlar* has capacity for 1,445 and 111 cabin passengers; and that she took from Manila, September 4th, 1,142 men and 61 cabin passengers. Notwithstanding this statement of the vessel's capacity, which was not exceeded, according to General Otis's despatch, the Hongkong authorities seem to have considered the complaints of overcrowding as well founded. There were complaints also of the bad condition of the subsistence furnished the men on the *Tarlar*. These are serious charges, which suggest a continuance or revival of the deplorable abuses in army management which prevailed so alarmingly and so much to the discredit of the country and to the War Department during the Spanish-American war. Bad food, overcrowding and other insanitary conditions on army transports at this stage of the country's experience in the movement of troops are intolerable grievances, and they will, if established, arouse the indignation of the country. It is an humiliating incident that the authorities of a foreign country have regarded the charges made by American soldiers against the *Tarlar*, an American trooper, of sufficient gravity to warrant them in holding the vessel.

COREA TO STIFFEN HER BACK.

A Korean correspondent of the *Asahi Herald* says:—It may sound absurd to hear of Corea adopting a strong foreign policy, but such is said to be the case, according to information received by those who ought to know. Baffled and oppressed in various ways by strong Powers, Corea has obtained a good training in diplomacy. As is the case with a tyro on any subject, this initiation has emboldened her; and she has gained greatly in her diplomatic dealings. The adoption of a conciliatory policy won't do for her, she thinks; she ought rather to present a firm front, and only make compromises according to circumstance. It is exceedingly likely that Corea has acted in pursuance of this policy in several of her recent diplomatic dealings.

Apparently this new departure has been crowned with success, as witness the negotiation about the Chino-Corean treaty, and probably her attitude towards Russia's demand concerning

the land at Massanpo; the U-ling affair

in connection with Japan, and so forth.

Emboldened by the success Corea has apparently decided to try a similar policy in regard to what she considers as an obnoxious nuisance from which she suffers—mixed residence of foreigners in the interior. Anyhow the Government is reported to have issued strongly-worded orders to local Governors to strictly prohibit foreigners to prevent foreign vessels calling at non-treaty ports for the purpose of loading or unloading goods, and to act similarly in regard to other matters. It goes without saying that the enforcement of such orders will be felt more heavily by the Japanese than by any other nationalities. Be that as it may, as Corea appears bent on pursuing this peculiar diplomacy, Powers dealing with her ought to bear in mind the fact that for the present this is her hobby, and that it might be better to respect it.

FIERCE STRUGGLE WITH AN ORANG-OUTANG.

Some thousands of Viennese who went to Schoubourg recently to visit the Imperial "Zoo" had (says the *Telegraph's* Vienna correspondent) the opportunity of witnessing an exciting chase. Some time ago an orang-outang, a costly member of the monkey tribe, which is seen in few European menageries, was purchased by order of the Emperor, who is a great lover of animals, but one

Friday evening, owing to the carelessness of a keeper, Peter, as the orang-outang had been named, managed to escape from his cage. He climbed a great plane tree near the palm-house, and built five nests or resting places for himself of branches and leaves, stripped from the tree. From this lofty coign of vantage the brute defied all attempts to capture him, a task which in any case was sufficiently arduous, as he has the strength of any three men. The attendants placed ropes around that part of the ground in order to prevent the crowd from trampling over the lawns and flower-beds, and watched the animal all through Friday night, Saturday, and Saturday night. At 6 next morning the chase recommenced, and finally after four hours' hard work, Peter was again secured.

He was driven by means of whips and burning torches from his plane tree hut. He then sprang on to a neighbouring beech. When the keepers approached him Peter tore branches of the tree and beat his assailants off, throwing the men over. At last several of the attendants making a united effort hauled him down and enveloped him in a strong net, which they had brought for the purpose.

As Peter was burnt by several of the torches, and had spent two rather chilly nights in the open air, and had nothing to eat but leaves, and as, moreover, he was seized with a fit of madness when he was replaced in his cage, it is feared that this valuable animal will die.

HOW TO DESTROY MIDGE AND MOSQUITOES.

An interesting little experiment which was made in Mentone last autumn with a view of diminishing, if not exterminating, the mosquito—one of the pests of some parts of the Riviera—was carried out in October and November—was related by Dr. Samways. In an article published in the *British Medical Journal* last September, an account was given of a method of using kerosene recommended by Mr. L. O. Howard, Entomologist to the United States Department of Agriculture, for this purpose. The plan depends upon the fact that kerosene, commonly called paraffin in this country, is fatal to at least some of the species which are called mosquitoes. A very small quantity dropped on a pool quickly spreads itself over the surface, and it is alleged, destroys the larvae, while at the same time it kills any adult female which attempts to alight with the object of depositing her eggs. The efficacy of kerosene has been disputed, as it has been asserted that the immature mosquito is able to thrust the tip of its respiratory apparatus through the thin film of paraffin. The species of mosquito upon which the experiment was made does not appear to have been identified, but it was probably a

THE DETENTION OF THE "TARTAR."

AN AMERICAN VIEW.

The *Philadelphia Public Ledger* of 14th September, commenting on the detention of the *Tartar* says:—

The authentic announcement from Hongkong that the British authorities there have detained the United States trooper *Tartar* for the reason that she is overcrowded, and will not permit her to sail unless 450 soldiers are left behind, will create surprise and indignation in this country, as much for the accusations of the disgraceful treatment of the volunteer soldiers on the *Tartar* as for the possible unlawful interference with an American army transport in a foreign port. It may be safely assumed that if the British authorities at Hongkong have transcended international law in holding the *Tartar* unless a portion of the troops are left, the illegal action will be promptly reversed by orders from the British Home Government. The general rule of the law of nations applicable to the case seems to be that ships of war and armed vessels arriving at foreign ports are exempt from local jurisdiction. The authorities say that usage includes as ships of war vessels chartered especially for the transport of troops, provisions, stores and anything else belonging to the Government, these vessels being commanded by naval officers.

The detention of the *Tartar* on the grounds mentioned raises the question whether a war vessel is subject while in a foreign port to local maritime regulations and rules made to preserve life, by prohibiting the overcrowding of vessels, etc. American Consul General Whitman holds that the trooper is not subject to the British navigation laws, and thus the matter stands with respect to the international phase of the matter. On humanitarian grounds the act of the Hongkong authorities is entirely defensible. The overcrowding of a vessel about to undertake a long voyage might lead to unspeakable sufferings and privations, and to the most lamentable results. If the facts as to the *Tartar* are as announced the enforcement of the British maritime regulations designed to protect those who go down to the sea in ships cannot become a very serious contention between the two countries. The international aspect of the occurrence is materially influenced by the authoritative statement that the *Tartar* is sailing under the British flag and register; that she is owned by the Canadian Pacific Steamship Company, but chartered by the United States.

It is said complaint of the vessel's crowded condition was made to the American Consul General by 400 discharged regulars on board. A despatch from General Otis at Manila declares that the *Tarlar* has capacity for 1,445 and 111 cabin passengers; and that she took from Manila, September 4th, 1,142 men and 61 cabin passengers. Notwithstanding this statement of the vessel's capacity, which was not exceeded, according to General Otis's despatch, the Hongkong authorities seem to have considered the complaints of overcrowding as well founded. There were complaints also of the bad condition of the subsistence furnished the men on the *Tarlar*. These are serious charges, which suggest a continuance or revival of the deplorable abuses in army management which prevailed so alarmingly and so much to the discredit of the country and to the War Department during the Spanish-American war. Bad food, overcrowding and other insanitary conditions on army transports at this stage of the country's experience in the movement of troops are intolerable grievances, and they will, if established, arouse the indignation of the country. It is an humiliating incident that the authorities of a foreign country have regarded the charges made by American soldiers against the *Tarlar*, an American trooper, of sufficient gravity to warrant them in holding the vessel.

Friday, 3rd November, 1899.

Chinese—29th of 9th moon of 25th year of Kwang-tsu.

Sun-Rises 6hr. 6min.
Sets 5hr. 22min.

High water—Morning 6hr. 5min.
Afternoon 7hr. 48min.

Low water—Morning 6hr. 5min.
Afternoon 7hr. 15min.

ANNIVERSARIES.

1858—India proclaimed an Empire.
1864—Chinese lighthouse-tender *Fei-ho* captured by the French.
1888—Taiping Water Works completed.
1890—Explosion of the Government powder mills at Taiping-fu; 300 lives reported lost and 1,000 houses destroyed.
1892—Arrival at Hongkong of Mr. W. R. O'Conor, the new British Minister to China.

1896—Li Hung-chang sentenced to forfeit figure year's pay for trespassing in the imperial park.

1897—Death of Sir Rutherford Alcock, K.C.B.

1898—Destructive fire at Hankow, 400 houses burnt down.

TO-MORROW.

Friday, 3rd November, 1899.

Chinese

Estimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KAWACHI MARU.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE	TO-MORROW, 3rd Nov., at Noon.
J. T. Thompson.....	PENANG, COLOMBO & PORT SAID	FRIDAY, 10th Nov., at 4 P.M.
INABA MARU.....	YOKOHAMA (DIRECT)	THURSDAY, 16th Nov., at 4 P.M.
W. Bainbridge.....	VICTORIA, B.C. and SEATTLE	U.S.A., via KOBE & YOKOHAMA.
IDZUMI MARU.....	MARSEILLES, LONDON & ANTWERP	VIENNA, PENANG
M. J. Currow.....	WERI via SINGAPORE, PENANG	FRIDAY, 17th Nov., at Noon.
BINGO MARU.....	COLONBO and PORT SAID	AMVO, SHANGHAI, WEI-HAI-WEI
G. E. T. Cook.....	VLADIVOSTOK, via SWATOW	THURSDAY, 23rd Nov., at Noon.
KOSAI MARU.....	CHIEFOO, CHEMULPO & NAGASAKI	MANILA, THURSDAY ISLAND
J. Nagao.....	TOWNSVILLE, BRISBANE	FRIDAY, 24th Nov., at 4 P.M.
KASUGA MARU.....	SYDNEY and MELBOURNE	

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 1st November, 1899.

Canadian Pacific Railway Coy.'s
ROYAL MAIL STEAMSHIP LINE.



1899. 1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

EMPERESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which pass through Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street, [3]

Hongkong, 25th October, 1899.

TOYO KISEN KAISHA.

NORDDEUTSCHER LLOYD.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 3rd Jan., 1900, at Noon.

TO THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.R.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern..... | Wednesday | 8th Nov.

Kong Albert..... | Wednesday | 13th Dec.

Prinz Heinrich..... | Wednesday | 27th Dec.

Preussen..... | Wednesday | 10th Jan.

Kurlsruhe..... | Wednesday | 24th Jan.

Sachsen..... | Wednesday | 7th Feb.

Oldenburg..... | Wednesday | 21st Feb.

Bayern..... | Wednesday | 7th March.

Stuttgart..... | Wednesday | 21st March.

König Albert..... | Wednesday | 4th April.

Wettmar..... | Wednesday | 18th April.

Prinz Heinrich..... | Wednesday | 2nd May.

Preussen..... | Wednesday | 16th May.

Hamburg..... | Wednesday | 30th May.

ON WEDNESDAY, the 8th day of Nov., 1899, at 9 A.M., the Company's Steamship BAYERN, Captain E. Prehn, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Portas above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 6th November. Cargo and Specie will be received on board until 3 P.M. on TUESDAY, the 7th November, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 7th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 13th October, 1899. [11293]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR SRI LANKA, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CHUSAN," Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 11th November, at Noon, taking Passengers and Cargo for the above Ports.

"ST. MARK," Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & CO.

Hongkong, 20th September, 1899. [11083]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELERS, JEWEL-MAKERS AND WATCHMAKERS.

SOLE AGENTS IN THE EAST FOR THE AMAGATAN CLEMENT, HUMBER AND GLADIATOR CO., LTD., DUNLOP TYRE'S BICYCLES—PRICE, \$160.

A special reliable Watch made for this Climate.

Quality A..... \$16

Quality B..... \$12

40, QUEENS ROAD, Watson's Building.

Hongkong, 30th October, 1899. [1]

Matls.

NORDDEUTSCHER

LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIc PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

*SIBIRIA..... HAVRE and HAMBURG. 18th Freight and Passage.

Braun..... (LONDON with transhipment in HAMBURG) November. Passage.

SUEVIA..... MARSEILLES, HAVRE & HAMBURG. 19th Freight.

Förk..... (LONDON with transhipment in HAMBURG) About 28th Freight.

BAMBERG..... HAVRE and HAMBURG. November. Freight.

Mayer..... (LONDON with transhipment in HAMBURG) About 10th Freight and Passage.

*KÖNIGSBERG..... HAVRE and HAMBURG. December. Passage.

Christianse..... (LONDON with transhipment in HAMBURG) About 24th December. Freight.

AMBURG..... HAVRE and HAMBURG. December. Freight.

Burmeister..... (LONDON with transhipment in HAMBURG) December. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to 981.

CARLOWITZ & CO., Agents.

OCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH AMERICA

AND EUROPE;

VIA THE OVERLAND RAILWAYS,

AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu);

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu);

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu);

The Company's Steamship

"LADY JOICEY,"

will be despatched for SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about MONDAY, the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 1st November, 1899. [1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Algoa (via Moji, Kobe, Yokohama and Honolulu);

Tuesday, 21st Nov., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu);

Saturday, 16th Dec., at Noon.

(* Taking cargo only.)

The Chartered Steamship

"ALGOA,"

A PREDICTION ON THE
DURATION OF THE WAR.

Important light is thrown upon the Transvaal situation by a frank statement by Sir Walter Pierce, Agent General for Natal in London, who fought against the Boers in former years. He said (about the close of September): "The attitude of the Orange Free State means its inevitable acquisition by Great Britain. Peace in South Africa can only be accomplished by war. In my opinion a war would not last more than two months. In order to make pacification effective Great Britain must assume absolute control over the whole of South Africa. So far as the position of Natal is concerned, all this talk about poor, undefended Natal is nonsense. There will be little or no fighting in Natal, if it comes to a war, and I fear that no other issue is now possible. What do you think 10,000 British troops would be doing while this much-talked-of Boer raid was in progress? Our railways are in good working order, and our troops can be transported quickly. The bad weather conditions have been magnified. A campaign could be carried on now just as well as in any other season. Two months from the day Sir Redvers Buller lands the fighting will be over. If the Free State had been loyal, fighting would not have lasted fourteen days. It is the likeliest thing in the world, however, that the Free State will be foolish enough to take a hostile attitude and that means her addition to British possessions. The Free State would always have been a disturbing factor in the quiet of South Africa. Great Britain has the power to work out ultimate peace. It remains to be seen whether she has the spirit. Upon the conclusion of war, which must be unflinching in order to be effective, British control must be absolute over all South Africa, in Cape Colony, Natal, and other sections. Half measures would only prolong unrest and produce more disturbances. I have known the Boers as well as any man I have lived among them and I have fought them. To exist peacefully so close to them is an utter impossibility. Negotiations are well enough in their way, but British control of the Transvaal must come eventually. For years the Boers have been crying, "Throw the Uitlander into the sea, and 'Out with him!' Possibly they are not so virile as during the last war, but there is little difference. My idea is that if the Boers were caught in the open once or twice the thing would be ended. They never have stood in the open and if war comes now they will have to do more than stay in the hills. This is not optimistic twaddle, but an opinion based upon my experience in campaigns against the Boers. I have not the slightest fears for the safety of my colony or its towns. It is possible that a few Boer incursions might get a few miles into Natal, but, no further, and it must be remembered that many of those living on the edge of the Natal border are themselves Boers."

[Events have since proved Sir Walter's faith in the safety of Natal to be anything but well founded.—Ed. H.K.T.]

THE REAL BOERS AT HOME.

It is a mistake to take Paul Kruger and his surrounding politicians as types of the Boer. Also it is a mistake to take the dweller in the towns as typical. To unearth the real Boer one must seek the wide and solitary veldt, the hidden valleys, the distant hills, and there, on his farm, draw him out and study him. Your true Boer despises the town. He is essentially an agriculturist, and a hunter. Up to 1862 he never saw a railroad in his country, and he was bitterly opposed to its coming. He argues that the railroad will drive away the game, and without anything to shoot at, life will not be worth living. He is extremely conservative, and with strangers brusque and taciturn, but if he finds you are harmless he can be very hospitable. He does not drink deep. He is religious, with a gloomy, stern religion. Like all people whose belief in the Bible is of a somewhat uncompromising kind, he is more or less superstitious. He is moral. He does not believe in divorce laws. He marries early in life, and is convinced the highest blessing is an abundance of children. He is steadily built at a rule, thanks to his way of life, which is the same as that of his father and his ancestors for many generations—an open air life, with lots of beef and cabbage and milk. He is a good horseman, and a remarkable marksman. He understands that the man who can shoot straight and without excitement makes, nowadays, the best soldier. He fears God and loves his country, but can not understand the need of a tax gatherer. He is, in fact, the backwoodsman of last century in the United States, come to life again in Africa.

At the first hint of gray in the eastern sky, at the first crow of the cock, the farm household is up and stirring, and breakfast, with the usual strong coffee the Boer loves, is over by the time the sun rises. The men are out and about at once, looking after just the same chores as on an American farm in the west, save those who are off to replenish the larder by shooting a springbok, a hartebeest or some such species of deer. The women have plenty to do with their occupants. The furniture is often made by the farmer, or he has great, unwieldy, carved chests and bureaus which have come to him from his ancestors. He can make his own shoes. His women dress and weave his own sheep's wool, and make their and his clothes from it. All he really has to buy is farming implements, and of these he prefers the primitive sort, though enterprising agents have introduced such things as mowing and other machinery.

During the day he works leisurely, content to make a living out of the ground. He has been seen sitting in his wagon for hours watching an enterprising, hustling Uitlander with wonder as the foreigner worked continuously with all kinds of new-fangled machines, producing far more from the earth than his wants required, because he wished to market the surplus and make money. He has been seen thus shaking his head in pity and not unmixed with contempt at such folly, for the Boer is not a money-maker. He does not want a bank account. So he drives his slow-moving ox wagon away on the hot and dusty trek, meditating on the want of faith these Uitlanders have, who can not trust the future to God and be content with to-day.

It is not, however, all peace. As the American backwoodsman was continually on his guard against Indians, so the Boer is ever ready to take the field against a Kafir tribe or the British. Then the plough and the hoe are laid aside, and the rifle is cleaned carefully, but not now for a peasant hunt after game. The call to arms is simple; mobilization is primitive. It amounts to little more than if Kruger or General Joubert were to shout at the top of his voice, so that the whole country could hear him: "All hands on deck for action!" At the war cry the patriots know they have been "commandered." There is no squabbling about volunteering or enlisting or drafting. Despite the women, the very old and the very young, everybody responds, even the boys of thirteen and fourteen—but the average Boer boy is a pretty smart and healthy lad, and has been educated in school since he was ten. Each man after his horn and his rifle

and proceeds to the rendezvous of his district. The pastors are with them, and with prayer and psalms the farmer-soldiers march out to defend their country.—*New York Sun.*

FOREIGN VIEWS OF THE
FILIPINO WAR.

Despite our increased armaments, the press of other countries begin to express doubts that we shall be able to impose our will upon the Filipinos, and our efforts this winter will be closely watched.

According to all reports published in Europe this talk about poor, undefended Natal is nonsense. There will be little or no fighting in Natal, if it comes to a war, and I fear that no other issue is now possible. What do you think 10,000 British troops would be doing while this much-talked-of Boer raid was in progress? Our railways are in good working order, and our troops can be transported quickly. The bad weather conditions have been magnified. A campaign could be carried on now just as well as in any other season. Two months from the day Sir Redvers Buller lands the fighting will be over. If the Free State had been loyal, fighting would not have lasted fourteen days. It is the likeliest thing in the world, however, that the Free State will be foolish enough to take a hostile attitude and that means her addition to British possessions. The Free State would always have been a disturbing factor in the quiet of South Africa. Great Britain has the power to work out ultimate peace. It remains to be seen whether she has the spirit. Upon the conclusion of war, which must be unflinching in order to be effective, British control must be absolute over all South Africa, in Cape Colony, Natal, and other sections. Half measures would only prolong unrest and produce more disturbances. I have known the Boers as well as any man I have lived among them and I have fought them. To exist peacefully so close to them is an utter impossibility. Negotiations are well enough in their way, but British control of the Transvaal must come eventually. For years the Boers have been crying, "Throw the Uitlander into the sea, and 'Out with him!' Possibly they are not so virile as during the last war, but there is little difference. My idea is that if the Boers were caught in the open once or twice the thing would be ended. They never have stood in the open and if war comes now they will have to do more than stay in the hills. This is not optimistic twaddle, but an opinion based upon my experience in campaigns against the Boers. I have not the slightest fears for the safety of my colony or its towns. It is possible that a few Boer incursions might get a few miles into Natal, but, no further, and it must be remembered that many of those living on the edge of the Natal border are themselves Boers."

The same writer describes the life of the masses here and in Great Britain, and adds: "To reduce the whole of the world to their domination would be to strike a blow at real progress from which humanity would never recover. It is in the variety of types that the possibility of progress lies, and those of us who realize that, in spite of protests and in spite of opposition, the Anglo-Saxon race will continue to enlarge its dominion, are only anxious that this dominion, which the pride of race compels, shall be reduced, wherever possible, to the merest shadow of sovereignty. The true burden of the Anglo-Saxon race is to keep the peace of the world. And that burden is one that can be lightly borne, if only we determine to reject all idea of imposing upon other peoples our customs, our creeds, our ideals."

The presence of a considerable number of people in the United States who oppose the attempt to subjugate the Philippines is duly noticed abroad. An article in the *New York Nation* has been translated into several languages, and the following sentence, with which the article closes, has been much quoted: "Even if the last town of the Filipinos has been given to the flames and the last native been shot in his mountain fastness or swamp, it is we, not the Filipinos, who will be the losers." The Berlin *Tageblatt* thinks the assertion that only one tribe, the Tagals, opposes the Americans "very complimentary to the Tagals." The general tone of the papers commenting upon the matter is to the effect that the American people should at least come out openly with the assertion that their sin is conquest pure and simple. *The Week*, Toronto, says:

"What is especially irritating in President McKinley is his oiliness... He has given a good many of the Filipinos peace, at all events, if not charity, the peace of the grave; and he is preparing to give it to as many more of them as decline to participate in well-being under the Stars and Stripes; in other words, to become the serfs of his Government, to prefer freedom and the possession of the land which is their own... There is even relief in turning from the sanctimony of the President to the frankness of *The Globe-Democrat*, which hopes that the bloody little wretch and despot, Aguilardo, the insolent assailant of the American flag, will be driven into the sea, or given the sovereignty of six feet of soil in Luzon..." *The Globe-Democrat* always denounces Aguilardo as a rebel. Washington was really a rebel. He was in arms against a government, the legitimacy of which he had never denied, and could not possibly deny... Suppose that at the end of the Revolutionary War France had bought the colonies of Great Britain, and, on their declining to be handed over, had proceeded to shoot down as rebels, those with whom she had been acting as allies. That case would not have differed from the present, saving in the relative strength of the parties concerned, which, except in the eyes of the buccaneers, does not affect justice."

Dr. Barth, the editor of the Berlin *Nation*, believes that ignorance is largely responsible for Jingoism. He says:

"Narrow views with regard to nationality caused by the ignorance of the people and fostered by the sensational press, is at the bottom of it all... Our political life would be much improved were it not that the sorriest phrase-maker can always obtain influence by appealing to national prejudice. That morality should cause us to be just to other nationalities is hardly admitted in theory. In practice, the barbarous rule is followed that injustice to another people is a virtue."

In answering the question, Who was responsible for the beginning of hostilities between the American and Filipino troops at Manila? foreign writers are nearly as unanimous against the United States as they are in condemning France for the Dreyfus case. Every correspondent, every traveller, who has endeavoured to probe the matter is convinced that the Americans wantonly provoked a fight. At any rate, they declare, the Americans were ready and waiting for it, their officers and men were at their posts within a few minutes, while the Filipinos were taken by surprise and many of their officers and men were taken prisoners on that account. From a long letter by Jean Hess, the correspondent of the Paris *Figaro*, we condense as follows:

These Filipinos are not the brutes or savages which they are made out to be by the Americans, and their courage knows no bounds. They know that, for their independence, blood must be spilled, and they are ready to sacrifice theirs. They reckon on the time when, after their present resistance has been overcome, the Tagal mothers will raise a new generation of fighters. Only by destroying the race can the idea of independence be eradicated. Some Americans tell me that it is really their intention to wipe out the Filipinos altogether. Can they do it? There are some ten millions of them."

The *Vossische Zeitung*, Berlin, is informed that in Manila taxes are higher, security of life and property less, and business worse than under Spanish rule.—*Literary Digest.*

A MINER STUMBLERS ON
WEALTH.

In an interesting article on "Fortunes Found in Strange Places," which appears in the October number of *The New-York Magazine*, the author tells many quaint stories. Here is one:—A miner in New California broke casually into a great cave, and just inside was a shelf of rock. Upon it, to his amazement, stood a stout iron-bound sailor's chest. Confident that he was in presence of important treasure trove, he was soon at work with his pickaxe at the solid fastenings of the box. It was a stiff bit of labour, but at last the lid crashed off, and the man's eyes were delighted by the sight of a large quantity of gold in a strange old coinage. He kept his secret close, and got the money to New Orleans, where he managed a deal. The treasure was Spanish, and, it was believed, had been placed in the cave for secrecy at the time of the Dons' wild and far-reaching adventures. During centuries earth deposits had formed over its hiding-place, until an impudent immigrant miner struck his tool through, and in a fashion he did not expect, stumbled on wealth.

THE MALARIAL MOSQUITO.

Advice has been received at Liverpool from the Malaria Investigation Expedition to West Africa that the members of the Liverpool Commission, with the assistance of the colonial medical staff and others, have now started the operation of hunting for the anopholes (malaria mosquito) grub in water. This is a tedious but most important task, and necessitates a very careful inspection of all the ground in Freetown. So far these grubs have only been found in a shallow puddle and two tubs of stagnant water, but it is hoped that the minute inspection that is now being conducted of the ground will have satisfactory results. Dr. van Neck, the official delegate of the Belgian Government, who started from Antwerp after the English members had sailed, has now joined the expedition. In view of the importance of completing the expedition's researches, instructions have been cabled to Major Ross to use his own discretion as regards the date of his return. It is hoped that this extension of time will enable the commission to complete its labours satisfactorily.

UNCLAIMED LETTERS AT THE
POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Arndt, J. Mansfield, Miss M. Mansfield, Miss M. Ahsain McGilivray, D. McGilivray, D. Ahsain
Alsopp, G.F.E. McLeathen, A. McLeathen, A.
Anderle, Miss M. Moses, H. E. H. Moses, H. E. H.
Attias, J. S. McLean, Grace H. McLean, Grace H.
Abita, H. Nathan Sons, N. P. Nathan Sons, N. P.
Blake, R. E. Orman, Lt. P. L. Orman, Lt. P. L.
Branch, Capt. Orient Trading Co. Orient Trading Co.
Bona, Jasim. Parker, F. F. Parker, F. F.
Barnett, A. Paul, W. E. Paul, W. E.
Bachmann, Mrs. E. Poindexter, C. H. Poindexter, C. H.
Bark, F. W. Panton, Capt. J. Panton, Capt. J.
Beek & Co., A. Petachuk, M. Petachuk, M.
Burris, Miss L. Porusse, L. L. Porusse, L. L.
Brooks, J. S. Pantom, T. L. Pantom, T. L.
Bingham, J. E. Pryn, F. J. Pryn, F. J.
Branch, Capt. Passano, Mrs. T. Passano, Mrs. T.
Bona, Jasim. Partridge, C. Partridge, C.
Barnett, A. Pleimonte, T. F. Pleimonte, T. F.
Bachmann, Mrs. E. Rhodes, F. Rhodes, F.
Bark, F. W. Robinson, Mr. Robinson, Mr.
Beek & Co., A. Rosa, Mr. de Rosa, Mr. de
Burris, Miss L. Rotenborg, K. Rotenborg, K.
Brooks, J. S. Reynolds, J. Reynolds, J.
Bingham, J. E. Reyes, G. Reyes, G.
Branch, Capt. Corrard, Mons. Robertson, C. Robertson, C.
Bona, Jasim. D'Urocher, Mons. Sprague, Dr. F. F.
Bark, F. W. D'Urocher, Mons. Sprague, Dr. F. F.
Beek & Co., A. D'Urocher, Mons. Sprague, Dr. F. F.
Burris, Miss L. Dubbers, A. Dubbers, A.
Brooks, J. S. Eideleisen, P. Eideleisen, P.
Bingham, J. E. Edwards, M. Edwards, M.
Branch, Capt. Figueiredo, Mrs. A. F. Figueiredo, Mrs. A.
Bona, Jasim. Fullam, Dr. W. A. Fullam, Dr. W. A.
Bona, Jasim. Fassitt, Hon. J. S. Fassitt, Hon. J. S.
Branch, Capt. Terisch, O. Francis, M.
Bona, Jasim. Gooch, F. V. Gooch, F. V.
Bona, Jasim. Graham, Miss L. Graham, Miss L.
Bona, Jasim. Goldman, Mrs. L. Goldman, Mrs. L.
Bona, Jasim. Guerra, T. Guerra, T.
Bona, Jasim. Graham, Miss M. Graham, Miss M.
Bona, Jasim. Clever, R. Clever, R.
Bona, Jasim. Mansfield, Miss M. Mansfield, Miss M.
Bona, Jasim. Hutchinson, Mrs. F. Hutchinson, Mrs. F.
Bona, Jasim. Hofstad, L. Townsend, R. Townsend, R.
Bona, Jasim. Harding, W. A. Trox, M. P. Trox, M. P.
Bona, Jasim. H. A. T. Tayler, Miss C. Tayler, Miss C.
Bona, Jasim. J. Y. Jeffreys, J. Y. Tata, F. H. Tata, F. H.
Bona, Jasim. Jones, Jas. Taber, Miss H. Taber, Miss H.
Bona, Jasim. Kirby, Miss H. G. M. Trois-Breil, Mons. de Trois-Breil, Mons. de
Bona, Jasim. Knights, A. E. Toy, W. B. Toy, W. B.
Bona, Jasim. Liberge, Mme. C. Vochel, R. Vochel, R.
Bona, Jasim. Lobo, D. C. Williams, H. Williams, H.
Bona, Jasim. Lee Fung, M. Whitehill, W. Whitehill, W.
Bona, Jasim. Lloyd, G. R. Woods, E. de W. Woods, E. de W.
Bona, Jasim. Lock, H. S. Ward, Capt. H. D. O. Ward, Capt. H. D. O.
Bona, Jasim. Lawson, H. L. W. Willoughby, Capt. J. T. Willoughby, Capt. J. T.
Bona, Jasim. Li Shin Chuen. Wilckens, H. Wilckens, H.
Bona, Jasim. Monzon, V. R. Wisner, Mrs. Wisner, Mrs.
Bona, Jasim. Morris, E. W. Smallwood, E. E. Smallwood, E. E.
Bona, Jasim. Muller, O. Spencer, C. N. Spencer, C. N.
Bona, Jasim. Muri, R. Stephens, E. E. Stephens, E. E.
Bona, Jasim. Marti, A. B. Watson, E. R. Watson, E. R.
Bona, Jasim. Metman, H. Walter, E. Walter, E.
Bona, Jasim. Mamedine, E. White, J. B. White, J. B.
Bona, Jasim. Mamedine, E. White, S. S. White, S. S.
Bona, Jasim. Mihajicen & Co. Whitelaw, W. R. Whitelaw, W. R.
Bona, Jasim. Muller, O. Williamson, R. Williamson, R.
Bona, Jasim. Mure, R. Young, G. W. Young, G. W.
Bona, Jasim. Marti, A. B. Zaliskau, Mrs. R. Zaliskau, Mrs. R.
Bona, Jasim. Metman, H. Zaliskau, Mrs. R. Zaliskau, Mrs. R.
Bona, Jasim. Mamedine, E. Zaliskau, Mrs. R. Zaliskau, Mrs. R.

Unclaimed Letters for Merchant Ships.

Acacia, s.s. Brodick Castle, Ladie Joyce, s.s. Kong Pak
Clergerme, ship Cleverdale, s.s. Maria, s.s. Maria, s.s.
Dunbar, ship Dalcairn, ship Monia, s.s. Monia, s.s.
Friesland, s.s. Falls of Reiltie, s.s. Pegasus, whlp. Pegasus, whlp.
Garonne, s.s. Retriever, sch. Retriever, sch.
Hoiping, s.s. Shirebury, Vale of Doon, ship Vale of Doon, ship
Haitian, s.s. Joe Seagers, Valkyrien, bark Valkyrien, bark
Japan, s.s. Velocity, W. Velocity, W.
Dead Letters.

Baptista, M. H. H.M. Naval Yard, Singapore
Breitig, H. Manilla
Clifton, Miss G. Manilla
Falkingoff, J. Manilla
Gilmore, Miss I. Melbourne
Mannich, J. Berlin
McDonald, Mrs. G. Hongkong
Scott, J. O. Canterbury, N.Z.
Shidone, Mr. Manilla
Viram Singh, T. Traipan
Williams, Mrs. Manilla
Watson, Dr. G. Melbourne

The above letters have been returned from various places at which the addressees cannot be found, or have been refused. If not claimed within ten days, they will be opened and returned to the writers.

"And was your speech a success?" Well, when I sat down they said it was the best thing I had ever done."

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Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in flat, oval bottles. Beware of Imitations.

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(November 2nd.)

Banks

Hongkong and Shanghai Banking Corporation

—340 per cent. prem., buyers.

The Bank of China & Japan, Ld.—(Preference) nominal.

The Bank of China & Japan, Ld.—(Ordinary) 1/4 buyers.

The Bank of China & Japan, Ld.—(Deferred) 1/5 buyers.

National Bank of China, Ld.—\$30. Do. Do. \$30.

Marine Insurances.

Hongkong Fire Ins. Co., Ld.—\$30.

China Fire Ins. Co., Ld.—\$80.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—\$29.

Indo-China Steam-Navigation Company, Ld.—\$80 buyers.

China and Manilla S. S. Co., Ld.—\$90.

Douglas Steamship Co., Ld.—\$47.

China Mutual S. S. Co., Ld.—(Preference) 1/4 to buyers.

China Mutual S. N. Co., Ld.—(Ordinary) 1/5 to buyers.

China Mutual S. N. Co., Ld.—(Ordinary) 1/3 buyers.

Star Ferry Co., Ld.—\$19.

Refineries.

China Sugar Refining Co., Ld.—\$145.

Luzon Sugar Refining Co., Ld.—\$48.

Mining.

Purjom Mining Co., Ld.—\$9.

Do. Preference Shares—\$1.80.

Société Française des Charbonnages du Tonkin—\$250.

China Mines, Limited—\$50.

Raub Al'ian Gold Mining Co., Ld.—\$64.

Olivers Freehold Mines, Ld.—(B) \$7.

Great Eastern and Caledonian Gold Mining Co., Ld.—\$1.80.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ld.—\$30 per cent. sales.

Hongkong and Kowloon Wharf and Godown Company, Limited—\$88 sales and buyers.

Wanchai Warehouse and Storage Co., Ld.—\$45 buyers.

Dollars—48 per cent. prem.

EXCHANGE

Hongkong, and November.

ON LONDON, Telegraphic Transfer 1/10 15/16

Bank Bills, on demand, 1/10.

Credits, 4 months' sight—1/11.

D'ments, 4 months' sight—1/11.

ON PARIS, Bank Bills, on demand—1/10.

Credits, 4 months' sight—1/11.

ON BERLIN, (demand)—1/10.

Bank Bills, on demand—1/10.

Credits, 10 days' sight—1/11.

ON BOMBAY, Telegraphic Transfer—1/12.

Private, 30 days' sight—1/11.

ON YOKOHAMA, T. I. 1/4 per cent. prem.

Sovereigns, Bank's Buying Rate—\$10.41

Gold Leaf 100 touch, per tael—\$4.20

Bar Silver—1/10.

Dollars—48 per cent. prem.

VESSELS IN PORT.

Steamers.

ALFESINE, British steamer, 1,050, C. Slade, 21st Oct.—Amoy 30th Oct., Ballast—Order.

ANARA, British steamer, 2,251, G. Williamson, 23rd Oct.—New Port 9th Sept., Coals—Order.

CHOWTAI, British steamer, 1,115, J. A. Morris, 31st Oct.—Bangkok and Koh-si-chang 23rd Oct., Rice and General—Yuen Fat Hong.

CHINSHAN, British steamer, 1,282, J. F. Messer, 28th Oct.—Koh-si-chang 20th General—Bradley & Co.

COPRIC, British steamer, 2,744, J. H. Rinder, R.N.R., 27th Oct.—San Francisco 29th Sept., Honolulu 6th Oct., Yokohama 19th, Kobe 20th, Nagasaki 23rd, and Woosung 25th, Mails and General—O. & O. S. Co.

CULOGA, American transport, 1,140, Comdr. J. W. Carlin, U.S.N., 20th Oct.—Manila 17th October.

Dairy Farm Co., Limited—\$6.

Hongkong & China Bakery Co., Ld.—\$25.

Campbell, Moore & Co., Ld.—\$15 buyers.

Bell's Asbestos, Eastern Agency, Limited—1/1 nominal.

Bells Asbestos Eastern Agency, Ld.—\$5.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ld.—\$60.

Ewo Cotton Spinning & W. Co., Ld.—Tls. 66.

International Cotton Mfg. Co., Ld.—Tls. 75.

Lau-kung-mung Cotton Spinning & Weaving Co., Ld.—Tls. 78.

Soy Chee Cotton Spinning Co., Ld.—Tls. 350.

Yahlong Cotton Spinning Co., Ld.—Tls. 55.

Tebrah Planting Co., Ld.—\$4 per share.

Tebrah Planting Co., Ld.—\$5.

BENJAMIN, KELLY & POTTS (Share Brokers) Telegraph Address—Rialto."

OPIUM QUOTATIONS.

Hongkong, 2nd November.

New Patna \$30 per chest.

New Benares \$10

New Malwa \$60 per picul.

Old Malwa \$75

Persian, paper tied \$80

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken

Miss Lither

Mr. John Angus

Mr. de Antichard

Mr. W. S. Bailey

Mr. and Mrs. Barnett

Mr. J. F. M. Bartlett

Mr. W. S. Barton

Mr. W. T. Barton

Mr. W. M. Black

Mr. R. W. Borthwick

Mr. H. D. Bowles

Mr. W. H. Bradley

Mr. F. H. Brooks

Mr. G. Brusse

Mr. and Mrs. Bowne

Mr. J. H. Böttchen

Mr. G. H. Bowers

Mr. and Mrs. A. A. Carter

Mr. and Mrs. F. Clark

Mr. Claude

Mr. H. Connelly

Miss L. E. Dudson

Mr. Chas. V. Daly

Mr. P. C. Denroche

Mr. and Mrs. Donkin

Mr. H. Dunbar

Mr. D. Edwards

Mr. and Mrs. F. H. Eldridge

Mr. A. Ellis

Mr. and Mrs. Farrell and child

Mr. W. F. Fucket

Mr. & Mrs. K. Gibson

Capt. Goddard

Major and Mrs. Griffin

Mr. R. J. Hall

Mr. and Mrs. H. H. Hassett

Mr. G. Havens

Mr. and Mrs. J. H. Hooper

Mr. T. Howard

Mr. G. Z. Hummel

Mr. Mag